Appendix M
Mitigation Monitoring and Reporting Program

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MITIGATION MONITORING AND REPORTING PROGRAM FOR:

WARNER AVENUE IMPROVEMENTS AND WIDENING FROM MAIN STREET TO GRAND AVENUE

SCH NO. 2012101004

prepared for:

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CGIN-01.0E/SNT-08.3E

AUGUST 2015

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1. Introduction

1.1 PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) provides the mitigation measures outlined in the Warner Avenue Improvements and Widening from Main Street to Grand Avenue Environmental Impact Report (EIR), State Clearinghouse No. 2012101004. This MMRP fully complies with Section 21081.6 of the Public Resources Code that states:

> (a) When making findings required by paragraph (1) of subdivision (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:
>
> (1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program.
>
> (2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

1.2 PROJECT LOCATION, SETTING AND SURROUNDING LAND USES

The project site is a one mile section of Warner Avenue between Main Street and Grand Avenue in the southwestern portion of the City of Santa Ana in central Orange County.

The site consists of Warner Avenue between Main Street on the west and Grand Avenue on the east, along with all or portions of parcels along the north and south sides of Warner Avenue. Warner Avenue within the project limits is a four-lane road with variable curb-to-curb and right-of-way (ROW) widths. It has a median (striped not raised) in some segments and no median in other segments; therefore, this four-lane section of Warner Avenue is designed to accommodate up to 20,000 vehicles per day (LOS C). Currently there is 23,000 to 28,000 vehicles per day. Some segments of Warner Avenue within the project limits include a striped center turn lane while others do not. In some areas the sidewalk is directly adjacent to the street while parkways separate the sidewalk from the curb in other locations. Sidewalk widths vary from four to ten feet depending on the location; however some sections restrict pedestrian space to less than three feet wide between power poles and landscape shrubs or walls. Bike lanes are not provided along Warner Avenue within the project limits. Pacific Electric Bike Path (Maple Street Bike Trail) crosses Warner Avenue in the vicinity of Rousselle Street. The Union Pacific Rail Road (UPRR) rail corridor crosses Warner Avenue between Standard Avenue and Grand Avenue. Orange County Transportation Authority (OCTA) provides public transit services to the City as well as within the project area. Currently, OCTA has three bus routes servicing the project area (Bus Route 53 servicing Anaheim through Irvine via Main Street, Bus Route 585 servicing Santa Ana through Newport Beach via Standard Avenue, Bus Route 72 servicing Sunset Beach through Tustin via Warner Avenue, and Bus Route 463 servicing Santa Ana via Grand Avenue).

Land uses along Warner Avenue within the project limits include a mixture of commercial, residential, and industrial uses.

1.3 PROJECT DESCRIPTION

The project would improve and widen Warner Avenue from Main Street to Grand Avenue, from the existing variable ROW to a consistent 110-foot ROW. Warner Avenue would have six traffic lanes, raised landscaped median, bike lanes, parkways, and sidewalks. The project would also include replacement of existing storm drains with larger storm drains, and the undergrounding of existing utilities along the project segment. The project requires City acquisition of 35 full parcels and a portion of 27 parcels (based on assessor parcel number). Note that multiple APN's comprise some single properties and that one property may have multiple businesses or addresses. Based on Draft Relocation Impact Statement (property ownership records) the total acquisition would be 34 full and 22 partial properties. .

1.4 ENVIRONMENTAL IMPACTS

1.4.1 Impacts Considered Less Than Significant

The following environmental topics were determined to have less than significant impacts. Impacts to topics marked with an asterisk (*) were analyzed in the Initial Study; the remainder were analyzed in the EIR.

- Aesthetics*
- Agriculture and Forestry Resources*
- Biological Resources*
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources*
- Population and Housing
- Public Services*
- Recreation*
- Utilities and Service Systems

1.4.2 *Potentially Significant Adverse Impacts That Can Be Mitigated, Avoided, or Substantially Lessened*

Air quality and cultural resources were determined to have less than significant impacts after implementation of required mitigation measures.

1.4.3 *Unavoidable Significant Adverse Impacts*

The following topics would remain significant and unavoidable even after implementation of required mitigation:

- Noise (during construction)
- Transportation and Traffic (during construction)

2. Mitigation Monitoring and Reporting Requirements

2.1 CATEGORIZED MITIGATION MEASURES

Project-specific mitigation measures have been categorized in matrix format, as shown in Table 2-1. The matrix identifies the environmental factor, specific mitigation measures, schedule, and responsible monitor. The mitigation matrix will serve as the basis for scheduling the implementation of and compliance with all mitigation measures.

2.2 IN-FIELD MONITORING

Project monitors and technical subconsultants shall exercise caution and professional practices at all times when monitoring implementation of mitigation measures. Protective wear (e.g., hard hat, glasses) shall be worn at all times in construction areas.

2.3 REPORT SUBMITTALS

All mitigation measures that require submittal of a report or study to City of Santa Ana staff shall be reviewed and accepted as complete and accurate by the Public Works Agency Executive Director or designee.

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Table 2-1
Mitigation Monitoring *and* **Reporting Requirements**

EIR Section Topics	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
5.1 AIR QUALITY					
AQ-1	Prior to construction contract award, the City of Santa Ana shall specify in the construction special provisions that the construction contractor shall include limitations on the amount of roadway debris to be removed from the site. During demolition of the roadway including asphalt, roadbed, curb, gutter, and sidewalks, the contractor shall limit the daily amount of demolition debris haul to a maximum of 38 trucks per day if 12-ton capacity haul trucks are used, assuming a one-way haul distance of 9 miles. If truck haul distance for roadway debris is greater than 9 miles, then hauling shall be restricted to no more than 684 miles per day. The demolition debris hauling phase shall not overlap with any other construction phases, including grading. These requirements shall be noted on all construction management plans and verified by the City of Santa Ana during demolition and grading activities.	City of Santa Ana Public Works Agency and construction contractor	Prior to construction contract award and during demolition and grading	City of Santa Ana Public Works Agency Executive Director or designee	
5.2 CULTURAL RESOURCES					
CUL-1	Prior to the initiation of project-related earthmoving activities, the City of Santa Ana project manager or their designee shall retain a county-certified qualified archaeologist. The archaeologist must have knowledge of both prehistoric and historical archaeology, and shall remain on call in the event of a discovery.	City of Santa Ana Public Works Agency; county-certified qualified archaeologist.	Prior to the initiation of earthmoving activities	City of Santa Ana Public Works Agency Project Manager or designee	
CUL-2	Prior to the start of ground-disturbing activities on the project site, the City of Santa Ana project manager or their designee shall ensure that a qualified archaeologist or another mitigation program staff member has conducted cultural resources sensitivity training for all construction workers involved in moving soil or working near soil disturbance. • Construction personnel, including heavy-equipment operators, shall be briefed on procedures to be followed in the event that cultural remains are encountered by earthmoving activities.	City of Santa Ana Public Works Agency; county-certified qualified archaeologist.	Prior to the start of ground-disturbing activities	City of Santa Ana Public Works Agency Project Manager or designee	

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	• Preconstruction training shall include: ◦ Review the types of archaeological resources that might be found ◦ Review of laws and applicable requirements concerning the protection of cultural resources ◦ Prehistoric or historic cultural resource discovery procedures • The briefing shall be presented to new contractor personnel as necessary • Names and telephone numbers of the monitor and other mitigation program personnel shall be provided to appropriate construction personnel				
CUL-3	During project-related earthmoving activities, if cultural resources are discovered, a qualified archaeologist shall prepare a cultural resource monitoring plan. The cultural resource monitoring plan shall outline when and for how long monitoring shall occur; where on the site monitoring shall be required; methods of monitoring; types of artifacts anticipated; procedures for temporary stop and redirection of work to permit sampling, identification, and evaluation of possible resources; procedures for additional analysis; and accommodation and procedures for Native American monitors, if any.	County-certified qualified archaeologist.	During earthmoving activities	City of Santa Ana Public Works Agency Executive Director or designee	
5.8 NOISE					
N-1	Prior to final engineering plan approval, when detailed roadway alignment, landscape plans, and elevations are available, a final noise study shall be prepared to identify specific sound wall locations along receptors that would be significantly impacted by the project. With current information significantly affected properties are listed in Table 5.8-12. Figure 5.8-2 shows the sound wall locations and heights that would reduce noise impacts to levels below significance. For aesthetic purposes, the City can use the alternative wall location shown on Figure 5.8-2; however, one of the	City of Santa Ana Public Works Agency and qualified acoustic engineer	Prior to final engineering plan approval	City of Santa Ana Public Works Agency Executive Director or designee	

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EIR Section Topics	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	two wall locations is required to provide sound attenuation to meet City of Santa Ana noise standards. Sound walls shall be solid from the ground to the top with no decorative cutouts and shall weigh at least 3.5 pounds per square foot of face area. The sound walls may be constructed using masonry block, ¼-inch thick glass, or other transparent material with sufficient weight per square foot. The need, location, and height of sound walls/walls shall be determined based on the conclusions of the final acoustical report and the final pad elevations of the grading plan. All walls determined to be necessary for noise mitigation by the final acoustical report shall be incorporated into the final roadway construction plans.				
N-2	The use of vibratory rollers shall be prohibited within 30 feet of a residential structure. If soil compacting is required within 30 feet of a residential structure, static rollers shall be employed.	City of Santa Ana Public Works Agency and construction contractor	During project construction	City of Santa Ana Public Works Agency Executive Director or designee	
N-3	Prior to the start of grading, the construction contractor shall provide evidence acceptable to the Public Works Director, or designee, that: a. All construction vehicles and equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers; mufflers shall be equivalent to or of greater noise reducing performance than manufacturer's standard. b. Stationary equipment, such as generators, cranes, and air compressors, shall be located as far from adjacent residences and James Monroe Elementary School as feasible. c. Equipment maintenance, vehicle parking, and material staging areas shall be located as far away from adjacent residences and James Monroe Elementary School as feasible.	City of Santa Ana Public Works Agency and construction contractor	Prior to the start of grading	City of Santa Ana Public Works Agency Executive Director or designee	
N-4	The recommended sound walls described in N-1 shall be constructed as soon as practicable to minimize temporary construction-related noise impacts during implementation of the project.	City of Santa Ana Public Works Agency and construction contractor	During project construction	City of Santa Ana Public Works Agency Executive Director or designee	

Table 2-1
Mitigation Monitoring and Reporting Requirements

EIR Section Topics	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
5.16 TRANSPORTATION AND TRAFFIC					
T-1	Any temporary lane closures shall be limited to non-rush-hour periods. Directions to alternative routes shall be provided to drivers, bicyclists, and pedestrians during road closures. Road closures shall not last over 24 hours without advance written approval of the Executive Director of the City of Santa Ana Public Works Agency or designee.	City of Santa Ana Public Works Agency and construction contractor	As development occurs	City of Santa Ana Public Works Agency Executive Director or designee	
T-2	Prior to the beginning of any utility relocation, demolition, or construction work, a detailed construction traffic control plan shall be prepared by a licensed civil engineer. The construction traffic control plan shall be based on the most recent version of the Greenbook: Standard Specifications for Public Works Construction; California Department of Transportation California Manual on Uniform Traffic Control Devices (state); Southern California Chapter of the American Public Works Association Work Area Traffic Control Handbook; and City Standard Provisions (local). The traffic control plan shall include extensive public outreach and public awareness through the use of mailers and notices in local papers and other publications.	Licensed civil engineer; project traffic engineer	Prior to the beginning of any utility relocation, demolition, or construction work	City of Santa Ana Public Works Agency Executive Director or designee	
T-3	The construction traffic control plan required by Mitigation Measure T-2 shall include addition of any needed temporary safety measures to the Safe Routes to Schools plans for James Monroe Elementary School and Manuel Esqueda Elementary School.	Licensed civil engineer	Prior to the beginning of any utility relocation, demolition, or construction work	City of Santa Ana Public Works Agency Executive Director or designee	
T-4	At least three months before the start of any project work that could impact the Warner Avenue roadway, concrete pads at existing bus stops in the project site, or sidewalks, the City of Santa Ana and the project traffic engineer shall coordinate with the Orange County Transportation Authority to specify any needed temporary alterations of service on OCTA Routes 55, 72, and 463. Such alterations may include rerouting bus routes off of Warner Avenue in the project site and permanent relocation of the bus stop at Standard	City of Santa Ana Public Works Agency, project traffic engineer, and Orange County Transportation Authority	At least three months before the start of any project work that could impact the Warner Avenue roadway	City of Santa Ana Public Works Agency Executive Director or designee	

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EIR Section Topics	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	Avenue and Warner Avenue due to the proposed truck turn-out for Cherry Aerospace.				